

CENTRAL INTELLIGENCE AGENCY

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1. As a result of the cessation of supplies from the Western Zones, the shortage of raw materials for the railroads is now acute. The most serious bottleneck in the repair and new production of rolling stock is the lack of white metals (Lagermetallen), since even the small quantities of tin, barium and zinc for addition to lead are lacking.
2. The lack of coupling hooks, buffer springs, lubricating pads and other fittings is preventing repaired rolling stock in the shops from being put into service. This lack, particularly of steel blocks for rolling into girders and metal sheets, is jeopardizing the projected new construction of 14,000 freight cars.
3. No plans are known to exist for the increase of the capacity of the railroad lines to the ports of Rostock, Warnemünde and Wismar.
4. The only deliveries of railroad cars on Soviet reparations account worth mentioning have come, up to the present, from WUMAG Gbrlitz, Busch-Kautzen, and the Waggonfabrik Wismar. The latter has now stopped railroad car production and has been converted into a shipyard. The railroad car factories in Ammendorf, Weimar, and Dessau resumed building cars only recently and have not yet produced any large number. They have up to the present been concerned primarily with the repair of railroad cars. Waggonfabrik Christoph und Unmack of Niesky (Lusatia) and Waggonfabrik Schumann, Werdau, have recently started building new railroad cars.
5. No deliveries of newly-built cars have yet been made by German firms in the Soviet Zone for German use, because of the shortage of materials. Repairs to German rolling stock have been effected by salvaging still usable parts from old rejected cars.
6. Work on the line between Berlin and Marienborn has been partly delayed by the lack of ties, rails, and small iron parts (fish-plates, rail screws, base plates and tie screws).
7. The Berlin-Magdeburg line is open to normal passenger traffic. The repair work is mainly affecting the Magdeburg-Marienborn line, which is closed to all traffic except duty trains and work trains.

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2

The gauge between Berlin and Brest Litovsk is 1,435 mm. The gauge changes at Brest Litovsk. Because of the limited capacity of bridges, and track, the greatest permissible axle load for cars and locomotives using this line is 16 tons (8 tons per wheel). The greatest permissible weight per meter for rolling stock allowed on this line is 3.6 tons/meters; the weight per meter means here the weight of the car itself plus the weight of the load, divided by the length of the car, including the buffers.

Railroad Repair Shops

The complete list of shops for repairs to all rolling stock in RBD Berlin is as follows:

- a. RAW Potsdam: Four-axle express coaches and freight cars.
- b. RAW Eichkamp, Grunewald: Freight cars.
- c. RAW Berlin, Warschauer Strasse: Freight cars, particularly special types, such as tank cars, refrigerator cars and large freight cars.
- d. RAW Nieder-Sohnneweide: Powered railroad cars and S-Bahn cars.
- e. RAW Tempelhof: Locomotives and three-and four-axle freight cars and passenger coaches.
- f. RAW Brandenburg (West): Locomotives.

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